



Corvallis Area Metropolitan Planning Organization

DRAFT

Coordination of Transit Services



In the Corvallis Metropolitan Planning Area

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Corvallis Area Metropolitan Planning Organization

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Abstract

Problem Statement

The proximity of the cities of Philomath, Corvallis, Adair Village, Albany and Lebanon creates a single travelshed for more than 130,000 residents of Benton and Linn Counties. This travelshed is characterized by patterns of work, education and shopping trips, mostly in westerly-easterly directions. The travelshed, however, is split by several political boundaries and, as such, is served by several different transit entities.

Although all transit entities within the travelshed strive to provide the best possible services to the public, they remain faithful to the unique characteristics of their service. This situation, however, is not quite conducive to the needs of the population who needs to cross jurisdictions for their daily jobs, education and shopping trips. Crossing each jurisdiction, generally, requires transferring from one system to another and in many instances more than one transfer is required. Transferring riders currently experience gaps between the routes and schedules of different transit providers, a situation that has reduced the popularity of transit trips across jurisdictions.

Goal

The goal of this effort is to provide for seamless transit rides across jurisdictions, from and to the MPO Area.

Objectives

The objectives of this effort are to:

- Increase awareness of transit entities about the needs of transit riders across jurisdictions.
- Increase cooperation and collaboration among transit entities to facilitate cross jurisdictional trips.
- Increase transit ridership for trips across jurisdictions
- Coordinate schedules of services among transit entities for cross jurisdictional trips.
- Coordinate geographic coverage of services to eliminate service gaps along cross jurisdictional trips.
- Move toward establishing a universal fare system for cross jurisdictional trips.
- Identify trip generators that are not currently served by transit services.
- Identify future (3-5 years) trip generators within the Study Area.

Approach

The approach of this effort is to view transit services from the standpoint of the residents who need to use public transportation for trips to work, educational or shopping centers across the political boundaries. To achieve the above stated goal through this approach, the following steps were identified:

1. Review of Current Travel Patterns
2. Review of Existing Transit Services
3. Identification of Transit Services' Gaps
4. Initiate Coordination Process:
 - a. Fare Structure between Corvallis and Philomath
 - b. Route and schedule coordination between services of Linn-Benton Loop and Corvallis Transit System (CTS)
 - c. Establishing a universal fare between CTS and Philomath Connection
 - d. Moving toward a universal fare for cross jurisdictional trips.

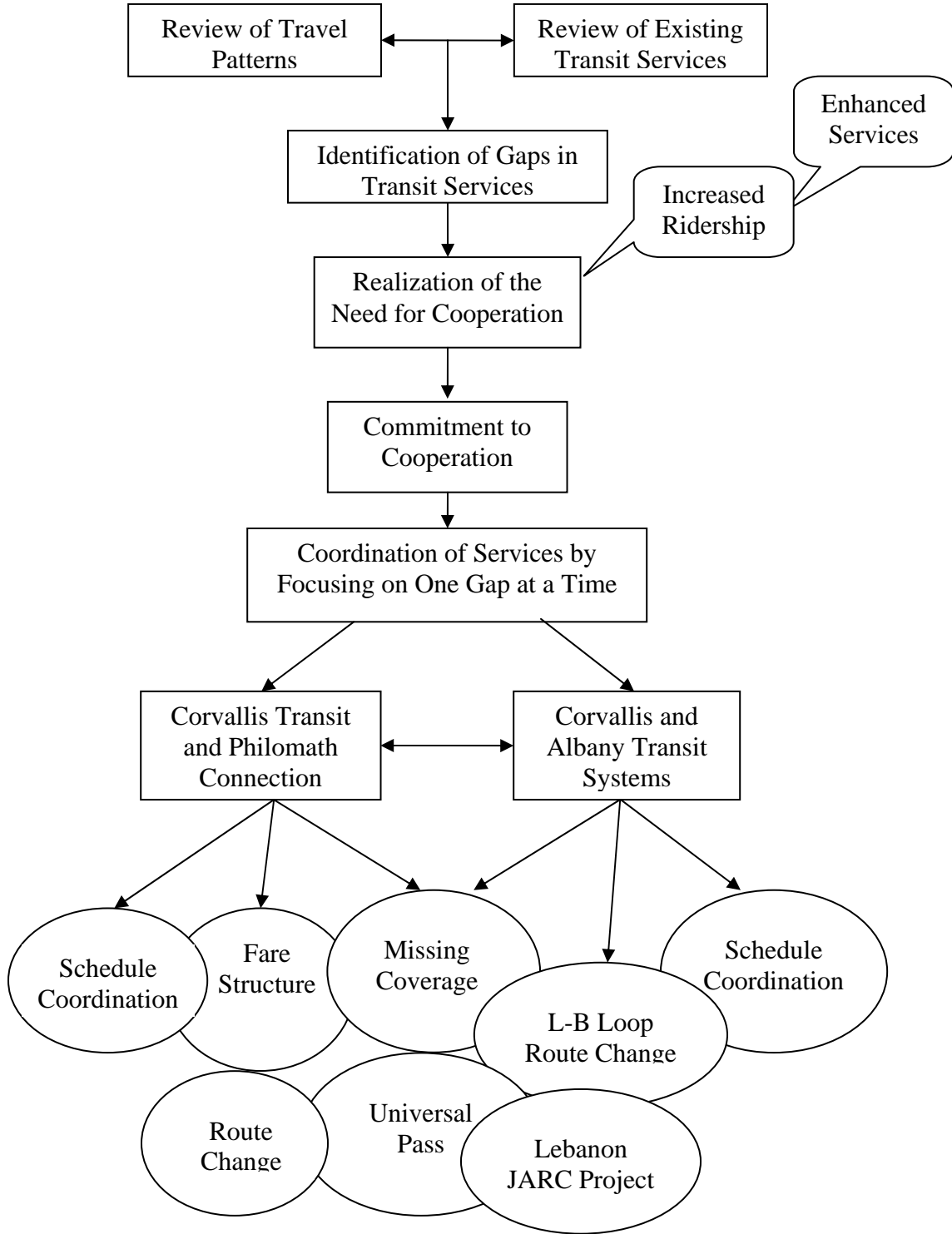
Diagram 1 is a flowchart of the critical phases of this process.

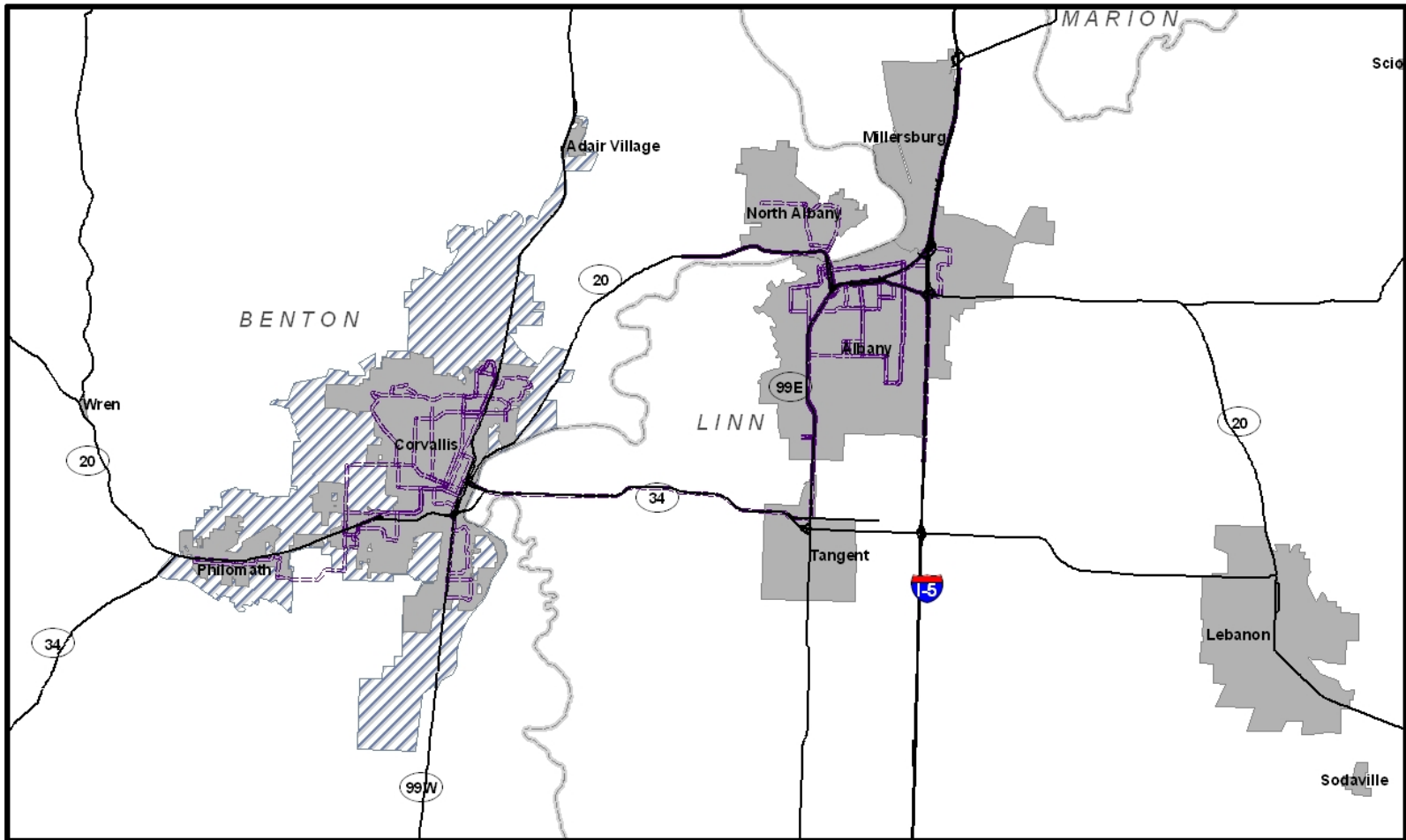
Study Area and Scope of Work

The Study Area of this project encompasses the cities of Philomath, Corvallis and Adair Village in Benton County and the cities of Albany and Lebanon in Linn County. The cities of Philomath, Corvallis and Adair Village are within the boundaries of the Corvallis Area Metropolitan Planning Organization (CAMPO), while the cities of Albany and Lebanon are in Linn County and outside of the CAMPO boundaries (Map 1). Metropolitan Planning Organizations (MPOs), such as CAMPO, are expected to address issues that influence their transportation system, regardless of their place of origin.

The primary focus of this project is on coordination of transit services within the CAMPO Area and interactions with the city of Albany Transit System (ATS). Transit services to and from the city of Lebanon were represented by ATS.

**Diagram 1 - Coordination of Transit Services
Flow Chart**





Transit Services Coordination Study Area

Legend

- State Highways
- Transit Routes
- County Line
- City Limits
- CAMPO



Prepared by:
The Corvallis Area Metropolitan Planning Organization

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Scale: 1:190,000

Review of Current Travel Patterns

It is postulated by some residents of the Study Area that *jobs are in Corvallis; shops are in Albany, and; housing is expensive in Corvallis*. More than anything else, this belief points to a segregated distribution of jobs, houses and shopping opportunities in the Study Area.

To gain an accurate picture of travel and commuting patterns the 2000 Census Place of Work data were used. Although the Census data do not identify the resident place of worker, it still provides a great deal of information on commuting patterns. Table 1 shows Place of Work and Residency for the cities within the Study Area and Table 2 shows Daytime Population of the cities of Corvallis Albany and Lebanon, the latter data is not available for smaller cities.

The most notable statistics of these tables are as follows:

1. Approximately 22% of Corvallis residents commute to locations outside of the city for work. This share is 78% for Philomath, 94% for Adair Village residents, 48% for Albany and 58% for Lebanon.
2. The number of workers coming to the cities of Corvallis, Albany and Lebanon outstrips the number of residents who leave these cities for work. This situation leads to an increase in daytime population of these cities.
3. The daytime population of the cities of Corvallis, Albany and Lebanon increases due to net gain of workers by 9,133 (18.5%), 1,217 (3%) and 305 (2.4%) respectively.
4. Some 10,558 workers in the cities of Corvallis, Philomath, Adair Village, Albany and Lebanon worked outside their county of residence. This number does include those Philomath residents who worked in Corvallis and the Lebanon residents who worked in Albany or vice versa.
5. Work trips generally constitute less than one-third of all trips. There is, however, no account of all other trips available for the Study Area.

Means of Journey to Work

Tables 3 and 4 show a breakdown of means of travel for the cities of Corvallis and Albany. Overall, single occupancy driving remains to be the predominant means of journey to work, albeit this practice is less conspicuous in Corvallis. As a rule of thumb, work trips constitute nearly 30% of all trips. In 2000 public transportation carried 2.5% of work trips in Corvallis and 0.4% in Albany. The share of transit falls below 1% for all trips made in the two counties. Obviously, these numbers are far from the levels desired by any transit system. The rate of biking in both cities, particularly in Corvallis, is higher than national average. The popularity of biking in the area competes with transit ridership.

Summary and Conclusion

The above review reveals that: a) there is a substantial number of daily trips between the cities and counties in the Study Area, and; b) the area's transit services have captured only a minimal portion of these trips.



Willamette River Bridges between Linn and Benton Counties

Table 1 – Place of Work and Residency Statistics, Census 2000

	Corvallis		Philomath		Adair Village		Albany		Lebanon	
	No.	%	No.	%	No.	%	No.	%	No.	%
Population	49,322	NA	3,838	NA	636	NA	40,852	NA	12,950	NA
Workers Living in the Place	23,475	NA	1,877	NA	254	NA	19,074	NA	5,262	NA
Worked in City of Residence	18,384	78.31%	405	21.58%	17	6.69%	10,380	54.42%	2,175	41.33%
Worked Outside City of Residence	5,091	21.69%	1,472	78.42%	237	93.31%	8,694	45.58%	3,087	58.67%
Worked in County of Residence	19,957	85.01%	1,654	88.12%	212	83.46%	12,846	67.35%	4,355	82.76%
Worked Outside County of Residence	3,377	14.39%	216	11.51%	42	16.54%	6,052	31.73%	871	16.55%

Table 2 – Daytime Population

	Corvallis		Albany		Lebanon	
	No.	%	No.	%	No.	%
Estimated Daytime Population	58,455	118.52%	42,069	102.98%	13,255	102.36%
Daytime Population Change (added) Due to Commuting	9,133	18.50%	1,217	3%	305	2.40%
Total Workers Working in the City	32,608	NA	20,291	NA	5,567	NA
Employment to Residence Ratio	1.39	NA	1.06	NA	1.06	NA

Source: US Census 2000

Table 3 - Means of Journey to Work

Means of Travel	Albany	%	Corvallis	%
Car, truck, or van:	17,579	92.2%	17,725	75.5%
Drove alone	15,648	82.0%	15,531	66.2%
Carpooled	1,931	10.1%	2,194	9.3%
Public Transportation:	67	0.4%	579	2.5%
Motorcycle	10	0.1%	25	0.1%
Bicycle	132	0.7%	1,669	7.1%
Walked	492	2.6%	2,601	11.1%
Other means	121	0.6%	72	0.3%
Worked at home	673	3.5%	804	3.4%
Total	19,074		23,475	

Table 4 - Means of Journey to Work for the 2 Cities Combined

Means of Travel	2-Cities	Percent
Car, truck, or van	35,304	83.0%
Public Transportation:	646	1.5%
Motorcycle	35	0.1%
Bicycle	1,801	4.2%
Walked	3,093	7.3%
Other means	193	0.5%
Worked at home	1,477	3.5%
Total	42,549	

Review of Existing Services

This section provides a brief description of major transit services in the area, and is not intended to be an exhaustive description of all services.

Corvallis Transit System (CTS)

The Corvallis Transit System (CTS) is owned by the City of Corvallis and operated through a contract with First Student Inc. CTS operates eight fixed routes in the city of Corvallis from 6:30 a.m. to 7:00 p.m. during the week. Service hours are reduced on Saturdays and there is no service on Sundays. Most routes serve the Oregon State University (OSU) Campus, as the students make nearly half of the ridership. Buses meet at the Downtown Intermodal Mall, a transfer center at the southwest quadrant of Monroe Avenue and 5th Street. Base fare is \$0.75 for a one-way trip. Transfers between the routes are free and coupon books and monthly passes are available. All CTS buses are equipped with wheelchair facilities and bicycle racks.

Philomath Connection (PC)

The Philomath Connection (PC) is a sub-recipient of FTA Section 5307 funds through the city of Corvallis CTS. PC provides fixed-route transit service between Philomath, Corvallis, and the Oregon State University. Buses are equipped with wheelchair lifts and bicycle racks. PC provides two routes, Corvallis/Philomath Route 1 and Philomath/Corvallis Route 2. One-way fare is \$1.00, and transfers between Philomath Connection and Corvallis Transit System are free. Days of service are Monday through Friday, from 6:15:00 a.m. to 7:00 p.m.

Albany Transit System (ATS)

The Albany Transit System (ATS) is owned and operated by the City of Albany. ATS operates 4 routes from 6:45 a.m., to 7:00 p.m., Mondays through Fridays. Route 1, Morning Express, begins 6:30 a.m. and ends 8:30 a.m. Route 2 and 3 are Mid-Day runs that begin 9:00 a.m. and end 4:00 p.m. Route 4, Afternoon Service, begins 4:00 p.m. and ends 6:00 p.m.

ATS serves major trip destinations in the city of Albany. Buses are equipped with wheelchair facilities and bike racks.

Fare is \$0.75 for adults and \$0.50 for seniors and children. Monthly passes and coupon books are available at discounted rate.

Linn-Benton Loop

The Linn-Benton Loop is managed by the City of Albany and funded by a variety of sources, including the Cities of Corvallis and Albany and OSU. It operates Monday through Friday and connects with the Corvallis Transit System, Philomath Connection and the Albany Transit System. Linn-Benton Loop is a recipient of FTA's Section 5311 fund. There are three loop routes:

Route 1 - Albany/Hwy 20/Corvallis Loop runs from 6:25 a.m. to 10:00 am

Route 2, Express Route - Albany, Linn-Benton College /Hwy 34/Corvallis, OSU, runs from 10:00 a.m. to 2:30 pm.

Route 3 - Albany/Hwy 99/34/Corvallis Reverse Loop runs from 2:45 p.m. to 6:30 pm.

Adult fare is \$1.25, and discount coupon books are available. In addition to the designated stops, the Loop bus will stop on an on-call basis at the following locations: J&J Electric, Children's Farm Home, 4th Street & Madison Avenue in downtown Corvallis, Peoria Road/Highway 34 and Tangent at Highway 34 and 99E Junction.

Oregon State University Shuttle

OSU operates a free shuttle in the campus area during school days. The shuttle service has two routes, each running on 15 minute headways. There are three locations along the routes where riders can transfer to municipal transit services. The shuttle stops where it is signaled by a rider (flag-stop).

Special Transportation Fund (STF)

The State of Oregon provides funds for the transportation of senior citizens aged 60 or older and people with disabilities who are unable to access the fixed-route transit services. The counties of Benton and Linn both are recipients of STF Programs. Demand for these services is increasing as the baby boomers reach the maturity ages. Riders typically request rides one to seven days in advance, and are serviced on a first-come, first-served basis. One-way fares range from \$1.00 to \$4.00, depending on service zone.

Benton County. Benton County contracts with Dial-A-Bus for the provision of demand-response services throughout the County. Service hours are Monday through Friday, 8:00 a.m. to 9:00 p.m.; Saturdays 9:00 a.m. to 9:00 p.m.; and Sundays 9:00 a.m. to 3:00 p.m.

Linn County. Call-a-Ride in Albany provides curb to curb service within three quarters of a mile outside of the Albany City limits to the elderly and people with disabilities. Service schedules on Mondays through Fridays are from 7:00 a.m. to 6:00 p.m., and on Saturdays from 8:00 a.m. to 6:00 p.m. Same day service is offered based on the availability of seat.

Lebanon Dial-A-Bus. Curb to curb service is offered to all residents with priority given to the elderly and people with disabilities, as well as to the work related rides. Same day service is offered based on the availability of seat. Service schedules are Mondays through Fridays 6:45 a.m. to 4:00 p.m. Fare is \$1.00 for seniors and persons with disabilities and \$2.00 for the general public.

Dial-A-Bus Corvallis - Albany Connection. Four round trip services are offered to the elderly and persons with disabilities between Corvallis and Albany. Service days are Mondays, Wednesdays and Fridays from 7:30 a.m. to 4:35 p.m. Fare is \$3.00 per ride.

Identification of Service Gaps

Transit services in the Study Area were reviewed through the examination of hypothetical scenarios in which riders traveling across the jurisdictional boundaries in public transportation. The objective of this examination was to identify the gaps in schedules between the systems and the walking distance along the transfer routes.

Scenario I – Transit Rides from West to East

In this scenario a resident of Philomath needs to get to the Albany Depot (Table 5). This trip begins with riding the Philomath Connection bus to the city of Corvallis and transferring to the Linn- Benton Loop bus to get to the Albany Depot. In reviewing the logistics of this trip by public transportation, the following was observed:

1. The trip requires only one transfer, from the Philomath Connection bus to the Linn-Benton Loop bus at the Corvallis Intermodal Mall.
2. It takes in excess of 90 minutes to complete the trip, 25 of minutes of it is waiting for the next bus.
3. There is no free transfer between the Philomath Connection and the Linn-Benton Loop.
4. The one-way trip costs \$2.25 in 2 separate tickets.

The only notable difficulty with this journey seems to be the 25-minute waiting time between the drop off from the Philomath Connection and catching the Linn-Benton Loop.

Scenario II – Commute Trip between Albany and Corvallis

In this scenario a resident of Albany who works in Corvallis needs to get back home after a day of work at the Good Samaritan Hospital. It is assumed that this person leaves work at 5:00 p.m., to get to his/her house in Albany, along the ATS transit route (Table 6). The following was noted about this trip:

1. The trip requires two transfers (from CTS to L-BL and from L-BL to ATS).
2. The trip takes in excess of 90 minutes to complete.
3. The trip remains incomplete because there is no ATS service when the person arrives in Albany.
4. The trip would have required 3 separate tickets, as the fares are not interchangeable.

The difficulty with this trip is the lack of transit service in Albany beyond 6:30 p.m. This means the residents of Albany who work in Corvallis during normal hours would not be able to use public transportation for their commute trips.

Scenario III – Mid-Day Trip from Corvallis to Albany

In this scenario a resident of Corvallis needs to go to Albany for a meeting at 11:00 a.m. The rider begins his/her trip at 10:00 in Corvallis with riding a CTS bus to the Corvallis Transit Center and transferring to the Linn-Benton Loop bus. In Albany, the rider transfers from the

Linn-Benton Loop bus to an ATS bus to get to his/her destination in downtown Albany (Table 7). The following is noteworthy about this trip:

1. It takes 70 minutes to complete this trip. Assuming all buses are on schedule, the rider would be at least 10 minutes late for the meeting.
2. Each one-way ticket would cost \$2.75.
3. The transfer from the Loop bus to the city bus in Albany is precarious, as the Loop bus has to radio the ATS bus to wait for the arrival of this passenger.
4. It requires three separate tickets, as fares are not interchangeable.

Scenario IV – Morning Commute from Philomath to Albany

In this scenario a commuter from Philomath needs to go to work in downtown Albany (Table 8). The commute begins with getting on Philomath bus at 7:15 a.m., to get the Corvallis Transit center, where the commuter can transfer to a Linn-Benton Loop bus to get to Albany. This rider arrives at the Albany Station at 9:00 a.m. He/she transfers to Route 2 for the continuation of trip to Downtown. The rider will get to his/her destination at 9:05.

The following is noteworthy about this trip:

1. The morning trip takes nearly 2 hours to complete.
2. There is no transit trip for his return after 4:55 p.m.
3. The trip requires three separate tickets.

Scenario V – Afternoon Trip from Philomath to the Heritage Mall in Albany

In this scenario a resident of Philomath needs to get to the Heritage Mall in Albany. The rider takes the Philomath bus at 3:15 p.m., to get to the Corvallis Transit center, from which point, he/she transfers to the Linn-Benton Loop to get to Albany. This person will not be able to get to the Mall due to a time gap in the transit services (Table 9). The following are noteworthy about this trip:

1. The rider would not get to the Mall. The rider arrives at the Albany Station at 5:10, p.m. to transfer to a city bus. The city bus will not arrive at the station until 6:00 p.m., when the service is about to shut down.
2. The incomplete trip takes 115 minutes.
3. The trip requires 3 separate tickets.

Table 5 - Scenario I - Jane, a Philomath Resident, Needs to Go to Portland

Jane Leaves Home	Walks to Bus Stop at Philomath City Library	Walking Time	Philomath Connection Fare	Philomath Connection Bus Leaves Philomath City Library	Jane Arrives at CTS Transit Center	Jane Waits for Linn-Benton Loop	Linn Benton Early Morning Route: Jane Leaves CTS Transit Center	Linn-Benton Loop Fare	Jane Arrives Time (Albany Station)	
7:15 AM	.4 miles (about 8 blocks)	approx. 10 minutes	\$1.00	7:30 AM	7:55 AM	25 minutes	8:15 AM	\$1.25	8:45 AM	
Amtrak Fare	Jane Leaves Portland	Arrival Time (Albany Station)	Wait Time	Linn-Benton Loop Late Afternoon Route Arrives	Linn-Benton Loop Fare	Arrives at CTS Transit Center	Philomath Connection Arrival Time	Philomath Connection Fare	Wait Time	
\$20.00	2:25 PM	4:10 PM	1 hour and 15 minutes (assuming train arrives on time)	5:25 PM	\$1.25	6:05 PM	6:15 PM	\$0.75	10 minutes	
Key =	Walking Time	Wait Time								Total

Table 6 - Scenario II- Jack, an Albany Resident Working at Good Samaritan Hospitals in Corvallis

Jack Gets off Work at Good Sam	Jack walks to the bus stop on Samaritan Drive	Jack waits for CTS Route 2	Fare	Jack Arrives at the CTS Transit Center	Linn-Benton Loop Late Afternoon Bus Arrives	Fare	Jack arrives at Albany Station	Jack is Stranded at Albany Station	Total Travel Time	Total Travel Cost
5:00 PM	Walking time: 2 minutes	5:25 PM	\$0.75	5:40 PM	6:05 PM	\$1.25	6:35 PM	Disconnect/Gap: ATS ends their service at Albany Station at 6:00 PM, and Linn-Benton Loop ends service at the Albany Station at 6:35 PM	1 hour 35 min	\$2.00
		Wait Time over 20 minutes			Wait Time: 25 Minutes					
<p>Notes: Fares not interchangeable. 3 separate tickets must be purchased. No free transfers between Philomath Connection and Linn-Benton Loop.</p>										
Key =	Walking Time	Wait Time	Gap/Disconnect in service							

Table 7 - Scenario III - Suzie, a Corvallis Resident Going to Albany in Midday

Suzie Leaves Home on 23rd St.	Walks to bus stop at corner of Kings and Taylor	Catches Route 7 CTS Bus	Fare	Arrives at CTS Transit Center	Waits for Linn-Benton Loop Bus	Fare	Suzie Leaves CTS Transit Center	Arrives at LBCC	Transfers to ATS Route 3	Arrives at Albany Station Transfer to ATS Route 2	Fare	Arrives at 2nd and Baker in Albany	Arrives at Meeting Place
10:00	3 Min.	10:03 AM	\$0.75	10:10 AM	15 minutes	\$1.25	10:25 AM	10:45 AM	10:45 AM	11:00 AM	\$0.75	11:05 AM	11:10 AM
									The Benton Loop Bus must radio the ATS bus and ask to wait for the arrival of this passenger		Total Travel Cost = \$2.75	Suzie is now at least 5 minutes late to her meeting	Total Travel Time = 1 hour and 40 minutes
Walks to Meeting	Leaves Meeting Place	Walks to Nearest Bus Stop @ 2nd & Broadalbin	Catches ATS Route 3	Waits for ATS Route 3	Fare	Arrives at LBCC	Transfers to Linn-Benton Loop	Fare	Arrives at CTS Transit Center	Catches CTS Route 5	Arrives at Kings Blvd./ Taylor Ave. Stop	Walks Home	Arrives Home
.17 Mi./ approx. 3 min.	1:05 PM	Approx. 1 minute	1:20 PM	15 minutes	\$0.75	1:45 PM	1:45 PM	\$1.25	2:15 PM	2:15 PM	2:20 PM	3 minutes	2:25 PM
									Disconnect: Not enough time for transfer unless Route 5 waits or is slightly late		Total Travel cost = \$2.00		Total Time = 1 hr.+20 min.
Notes: Fares not interchangeable. 3 separate tickets must be purchased. No free transfers between Philomath Connection and Linn-Benton Loop.													
Key =	Walking Time	Wait Time	Gap/Disconnect in service										

Table 8 - Scenario IV - Peter, a Philomath Resident, Going to Work in Albany

Peter Leaves Home to get to the bus stop	Peter Arrives at corner of Applegate and Philomath HS	Philomath Connection Bus Arrives	Fare	Peter arrives at the CTS Transit Center	Peter boards L-B Loop Bus	Fare	Peter Arrives at LBCC	Peter stays on L-B Loop, Arrives at Albany Station	Peter boards ATS Route 2 to 2nd & Baker	Fare	Peter gets off at stop, walks to work
7:15 AM	7:25 AM	7:33 AM	\$0.75	7:55 AM	8:15 AM	\$1.25	8:35 AM	9:00 AM	9:00 AM	0.75 Total Cost \$2.75	9:05:00 AM Length of Time 1hr. & 50 mins.
	Walking time: approx. 8 minutes				Wait time: 20 minutes		Service Gap: ATS Service for the morning Express route ends at 8:30 AM, with its last pick up at LBCC being at 8:25 AM. The next ATS bus to arrive is at 9:45 AM				walking time approx 5 minutes
Peter gets off of work, walks to 2nd and Broadalbin	Peter waits for ATS Route 4	Peter boards ATS Route 4 to LBCC	Fare	Peter arrives at LBCC	Peter is stranded at LBCC. He missed the L-B Loop bus due to service gap.	Total Travel Time	Total Travel Cost				
Approx. 5 minutes	Approx. 20 minutes	5:20 PM	\$0.75	5:50 PM	Service Gap: ATS Route 4 arrives at LBCC at 5:50 PM yet the last L-B Loop bus to Corvallis leaves LBCC 10 minutes prior at 5:40 PM	30 min, plus additional time to get back home	\$0.75				
Notes: Fares not interchangeable. 3 separate tickets must be purchased. No free transfers between Philomath Connection and L-B Loop.											
Key =	Walking Time	Wait Time	Gap/Disconnect in service								

Table 9 - Scenario V - Jill, a Philomath Resident, going to the Heritage Mall in Albany										
Jill walks to the nearest bus stop	Jill Arrives at bus stop at the corner of Applegate and Philomath HS	Philomath Connection bus arrives	Fare	Jill Arrives at CTS Transit Center	Jill waits for Linn-Benton Loop Bus	Jill Boards Linn-Benton Loop Bus	Fare	Jill Arrives at Albany Station	Total Travel Time	Total Travel Cost
3:15 PM	3:22 PM	3:39 PM	\$0.75	4:01 PM		4:40 PM	\$1.25	5:10 PM	1 hour 55 min	\$2.00
	Walking Time: Approx. 12 minutes	Wait Time: 17 minutes			Wait Time: 39 Minutes			<p>Service Gap/Disconnect: Jill needs to transfer to the ATS Afternoon Route in order to get to the Mall, however, the next ATS bus to arrive will not do so until 6 PM, at which point, all ATS service ends. Jill's other option is to take the Linn Benton Loop to LBCC and catch the ATS bus there at 5:50 PM, however, the ATS bus will only stop at Pacific Blvd at 34th St., leaving Jill to walk or find a way to the Mall. If Jill stays at the Albany Station, she will be able to catch the Linn-Benton Loop bus back home at 6:35 PM</p>		
Key =	Walking Time	Wait Time	Gap/Disconnect in service							

Coordination Process

The review of gaps in the transit services points to a need for cooperation among different transit services in the area. Realizing this need, the providers of transit services expressed their commitment to working together to eliminate these inconveniences with transit rides across the cities.

Several meetings were held among the key players to seek solutions to the issues identified as impediments in the way of seamless transfers across the area. The key players focused on seeking solutions to a single issue at each meeting. Following the resolution of that issue the focus turned on the resolution of another issue. This process produced incremental progress toward the coordination of the transit services in the area. The meetings focused on the resolution of the following issues:

1. Unification of Fare Structure between CTS and Philomath Connection
2. Interchangeability of Discounted Fare between CTS and Philomath Connection
3. Route and Schedule Coordination between Linn-Benton Loop and CTS
4. Moving Toward a Universal Fare throughout the Study Area

1. Unification of Fare Structure between CTS and Philomath Connection

A notable difference in the fare structures of CTS and Philomath Connection was that CTS' fare was \$0.75 and Philomath Connection's fare was \$1.00. Since the two services honored one another's transfers, this situation made eastbound trips more expensive than westbound trips.

In the spirit of cooperation, the City of Philomath agreed to lower the fare to \$0.75 to have one single rate in both cities. Both CTS and Philomath Connection will continue allowing free transfers between their services.

2. Interchangeability of Discounted of Fare between CTS and Philomath Connection

Commuters and frequent riders generally use discounted fares, such as monthly pass, group pass or coupons. The following difficulties were identified in the way of using discounted fares between CTS and Philomath Connection services:

- CTS issues monthly passes and coupons at discounted rates, while the City of Philomath issues only coupons and no monthly pass.
- CTS monthly passes are not honored by the Philomath Connector.
- The City of Philomath does not issue Group Passes and the Group Passes issued by CTS are not honored by the Philomath Connection.

- The two entity's coupons are at two different prices.
- Coupons are honored only by the issuing transit service.

Once these difficulties were highlighted, the transit providers demonstrated their commitment to improving services by taking the following measures:

- The City of Philomath will issue monthly pass tickets in tandem with the City of Corvallis.
- The cost of Philomath monthly pass ticket will be the same as the cost of Corvallis ticket.
- Both transit providers will honor each other's monthly passes.
- The cost of coupons for the two services will be the same.
- Both transit providers will honor each other's coupons
- The City of Philomath has not yet had any demand for Group Pass tickets. However, Group Passes issued by CTS to businesses and local government employees will be honored by the Philomath Connection.

3. Route and Schedule Coordination between Linn-Benton Loop and CTS

The Linn-Benton Loop in Corvallis currently travels along Highway 99W, between Circle Blvd. and the downtown area. Several high volume trip generators, such as Linn-Benton College and the Avery Square, which houses the Good Samaritan Hospital's bill processing center, are on 9th Street. 9th Street runs parallel to Highway 99W. The bill processing center was recently relocated from the City of Albany to this location, which implies many of its employees reside in the City of Albany. 9th Street is also where passengers can transfer to CTS buses and can better access the Regional Medical Center, off of Elk Drive.

Linn-Benton Loop officials concurred that changing the route from Highway 99W to 9th Street would be beneficial to the public and would increase ridership. Changing the route, however, raised two new issues. First, due to the extension of the route and the presence of many traffic lights on 9th Street there was a concern that the headway may take longer than 30 minutes. Second, a short route had to be found to get from 9th Street to the OSU Campus and to the Downtown Transit Center.

At least three trial runs were conducted to record the arrival and departure times at each bus stop along the proposed route. Additionally the bus driver recorded all the maneuvering difficulties of the proposed routes.

In reviewing the results of the trial runs:

- ☑ A few minutes of time was gained by eliminating three non-essential stops that were more relevant to the old Highway 99W route.
- ☑ The City of Corvallis agreed to eliminate a few on-street parking stalls that were within the turning radius of the bus.
- ☑ After several trial run, the best connection from 9th Street to the OSU Campus and the Downtown Transit Center was determined.

4. Moving Toward a Universal Fare Structure throughout the Study Area

To implement the above agreements, the key players had to create a monetary convention for exchange of monthly passes that would be equitable to both transit services. It was decided that each transit provider would issue three monthly passes distinguished by color, a given alphabetical name or by both. For this description these passes are referred to as: Monthly Pass A, Monthly Pass B and Monthly Pass C. Monthly Pass A will be good for rides only inside the city for which it is issued. Monthly Pass B, at a slightly higher cost, will be good for rides in two adjacent cities, i.e., Philomath and Corvallis or Corvallis and Albany and Monthly Pass C would be honored throughout the Study Area (Philomath, Corvallis and Albany). Monthly Passes B and C could be purchased in any of the three cities.

Since each transit provider has an independent budget a financial mechanism for equitable distribution of revenue had to be addressed. A difficulty was determining exactly how many times a holder of a Monthly Pass B or C would use the services in his/her home city and how many times in the other cities. In a simplified approach, it was assumed that a holder of a Monthly Pass B or C would make 80% of his/her trips in his/her home town and 20% in other cities. Although this may not be an exact ratio, it was agreed upon as the best way to avoid cross financing of the rides.

The above ratio is applied to the proceedings of Monthly Pass B and C based on the purchaser's place of residence. Currently a purchaser of a monthly pass in Corvallis provides name and address. Using the hometown of the purchaser from this information, 80% of the revenue will be allocated to the hometown of the purchaser and 20% to other two cities. This allocation ratio is independent of the place of purchase, as the passes can be purchased throughout the Study Area.

The price of Monthly Pass A, B and C were established at \$18.00 and \$22.00 and \$40.00 respectively. An Excel Spreadsheet was developed for the sale of monthly passes and the distribution of the revenue between the two cities.

Implementation

The coordinated transit system throughout the Study Area is scheduled for implementation during the month of **September 2008**. Some key dates are September 1st for the Linn-Benton Loop route change and September 15 for the Corvallis and Philomath changes.